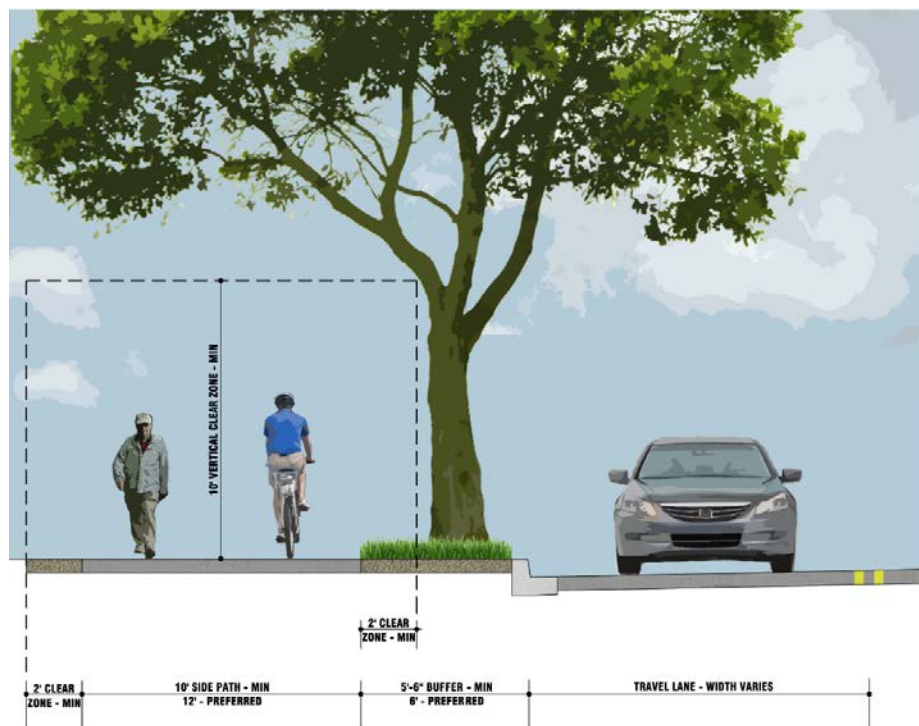


Side Path Design Approach

A sidepath is a one or two-way shared use path that parallels a roadway. In many cases making connections between path access points, between on-street facilities and a path access point, or to mid-block crossing locations is best accomplished through short sidepath segments, particularly where a dedicated, independent right-of-way is not available. This is particularly true where the most direct connection between two paths or a path and on-street bicycle facility is within an arterial corridor, where it is not possible or desired to have on-street bicycle facilities. AASHTO guidelines recommend sidepaths be a minimum of 10 feet in width (12 feet preferred), with a minimum distance of 5 feet between the path and the roadway curb. Where the separation is less than 5 feet, a physical barrier or railing should be provided between the path and the roadway. The forthcoming revised AASHTO Guide for the Development of Bicycle Facilities provides a lengthy discussion of the design considerations associated with sidepaths. Below are some illustrations of design considerations important for sidepaths:



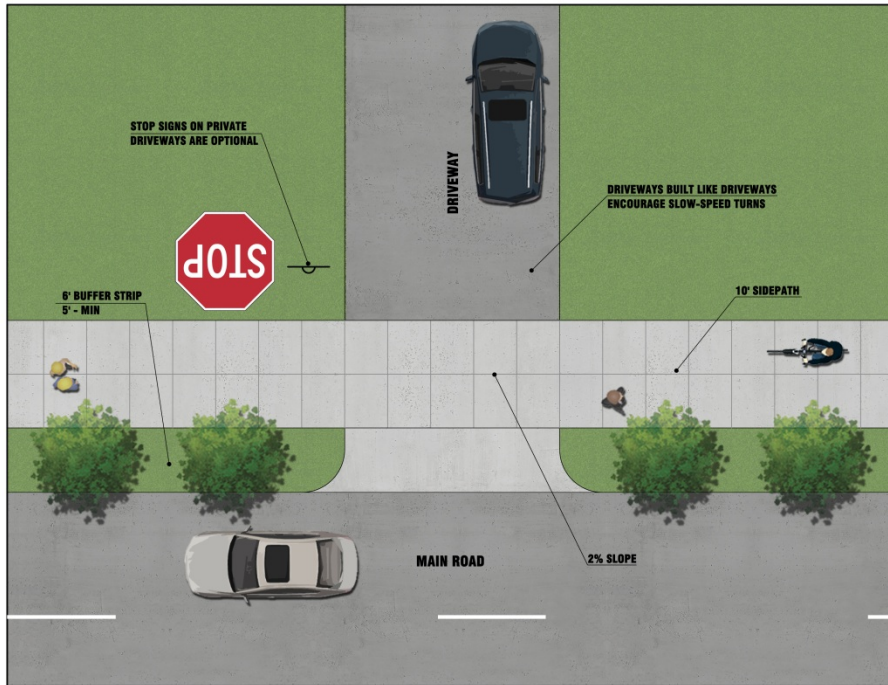
Sidepaths should be a minimum 10 feet wide (12 feet preferred) with a 2' clear zone on either side of the paved surface (flat & clear of obstructions). Paths should be separated from the roadway by a minimum 5 feet (6 feet preferred).

Sidepaths and Driveways

Where sidepaths intersect driveways there is potential for conflict between vehicles exiting and entering the driveway and side path users crossing the driveway. The following figures illustrate the preferred and not preferred approach to driveway and sidepath design at driveway/sidepath intersections.

Further guidance on sidepath design can be found in Chapter 5 of the revised AASHTO Guide for the Development of Bicycle Facilities.

Best Practice (preferred): Driveways should look like driveways



Not Preferred: Driveways should not look like roadways.

